

Perinton Papers

AGRICULTURE and COMMERCE
DR. A. PORTER S. SWEET



JEFFERSON MILL



1831-The Railroad

THE ERIE CANAL
MRS. HAMILTON C. KING



1825-The Erie Canal

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AGRICULTURE AND COMMERCE

Dr. A. Porter S. Sweet

AGRICULTURE AND COMMERCE

Until the end of the Revolutionary War, New York State consisted of Long Island, a narrow strip of farms on both sides of the Hudson River to Albany, and a scattering of farms along the Mohawk River as far as Rome. All the rest of the state was forest, broken only by occasional savannas of grass 6 to 10 feet tall, creeks, rivers, and narrow Indian trails along these streams. This was the domain of the powerful Iroquois Indian Nation and no white man was allowed to enter save a few known and trusted traders.

Indian agriculture consisted of harvesting wild raspberries, strawberries, grapes, hickory nuts, and walnuts. They cultivated corn, beans, cucumbers, watermelons, pumpkins, onions, squash, turnips, cabbages, carrots, and parsnips. There were Indian orchards of apple, plum and cherry trees.

Indian commerce consisted of trading animal skins to the priveleged traders for guns, gunpowder, lead, knives, tomahawks, cloth, beads, and whiskey.

Into this wild, roadless country plodded Glover Perrin and his wife in 1789. He had at least four tools: a rifle for protection and to obtain food, a 9-pound axe for clearing trees off his land, an adz for making boards and puncheons (a split log with face snoothed, used for making floors), and a sickle for harvesting future grain crops. With these tools any ambitious couple could tame the wilder-

ness. If Glover had an ox, it was hitched to a stone-boat (a dry land sled) for the trails were much too narrow for a wagon. On it were loaded cooking utensils, clothing, food, seeds, and household furnishings. On top of the load a large iron kettle was tied. If he had no ox, their possessions were strapped to their backs, the kettle hanging from a pole between them as they walked.

First Glover built a log cabin. It was windowless and an animal's hide served as a door. Then he cleared some of his land, gathering the tree trunks and branches into large piles. On calm days these were burned and the ashes carefully saved. Then, while he labored at planting corn and wheat among the tree stumps, Mrs. Perrin leached the ashes to obtain lye. This she boiled in the big, black kettle to make black-ash (potash). It took 220 bushels of ashes to make a ton which would sell for from \$50 to \$120. Chances were, when they got their potash to market, it would bring enough to pay for their land.

At first the future town of Perinton was devoted almost exclusively to agriculture. Then, from small beginnings, came merchandising, craftsmen and service-type businesses, and manufacturing. All would grow steadily through the years until finally, with the development of metropolitan Rochester only 9 miles away, there would come another type of commerce: developing land into homes for people employed outside the

township.

Agriculture

Few of us today would have selected Perinton of the late 1700s as a home site. There was much low, swampy land and the whole area was covered by a dark and dismal forest. Genesee fever, ague, and even malaria existed in almost epidemic proportions. There were no physicians. Deer were plentiful, but so were bears, and they soon learned to enjoy meals of hogs and corn. Wolves were very troublesome until after 1816.

The pioneer who considered soil and topography found that what is now Perinton consisted of three areas: West, Northeast, and Southeast. Today the canal roughly divides these three sections.

West- The West section includes Irondequoit Valley. Soil in this valley is alluvial: washed out sand with little humus or organic matter. It dries out on top and becomes compact and nearly as hard as clay at a little depth. This section has been poor for agricultural development. It contains Bushnell's Basin at the south and Fullam's Basin at the north.

Northeast- The great Northeast section of Perinton is made up of rolling hills with north-south valleys. Soil composition is a glacial deposit: sandy loam, clay loam, and grav-

elly loam. There is a liberal sprinkling of stones, rocks, and boulders. This is fairly productive soil. The hills afford a good runoff of excess water to provide good crop drainage. Corn, oats, wheat, hay, and pasture, were the pioneer's principal crops, raised for his own consumption and for his animals. Later beans, peas, cabbage, and tobacco crops were grown at a profit for a time but have been discontinued. Farms averaged 60 acres and were divided into four to 6-acre fields to accomodate good crop rotation.

The pioneer farmer fed his corn to his hogs, cows and horses and ate it himself as johnnycake (a baked corn meal cake) and mush (corn meal boiled in water). Before local mills were built every farmer had to build himself a Samp Mill.

This was merely a large mortar and pestle. To make the mortar holes were drilled around the outside rim of a pine stump so as to leave a half-inch rim. All holes were slanted to meet at the center. A fire was started at the top of the stump which burned down to the holes leaving a rough bowl. This was scraped and polished until smooth. Above the mortar hung a two or three foot section of a log fastened to a bent-over sapling. The bottom end of this pestle was rounded. The operator placed his corn or wheat in the bowl and pounded it into meal with the counterbalanced pestle.

What wheat the pioneer grew was harvested with a sickle

and threshed by trampling with oxen or pounding with a flail (a wooden handle at the end of which a stouter and shorter stick was hung so as to swing freely). Ten bushels an acre was a good yield.

Animals kept on the farm in addition to work horses and oxen, were a few hens, four or five cows, two pigs, a dog and a few cats. Pigs and cows ran at large and as the town grew were branded or ear-cut for identification. The Town Clerk had a record book listing ear crop- and slit-marks of ownership. Some farmers raised sheep for wool, which was home-spun for clothing. Each year there might be a farrow cow to sell. One pig was raised for market.

Fruit was set out early in this section of town. About 1830 apples and wheat became export crops and continued to be so for 100 years.

The advent of the reaper in 1832 and the binder in the early 1870s made it easier to grow wheat. The corn binder in the early 1900s helped increase corn production. But it was the advent of the tractor between 1910-20 that really changed the size of the fields. It changed agriculture to a dairy economy. The number of cows increased to about 20 per herd. It is now about 50 to 100 with about five dairies in the area. Cheese factories were a common sight in this section in the early days until about 1890 when cream became the commodity and was shipped to butter factories.

Southeast- In the Southeast section of the town there are steep hills and deep valleys. There are beautiful views, plenty of air drainage, good runoff drainage, not many stones and a wonderful sandy loam. The soil is especially good for growing corn and potatoes. Sheep manage the grazing problems on the hillsides better than cattle. Potato growing was very important here. In 1874, 220,000 bushels were produced, more than in any other town in the country. Old timers used to talk about the mile-long lines of potato wagons that formed at Bushnell's Basin waiting to be loaded on canal boats.

This area also produced flax, wool, fruit and maple syrup in early days. Maple sugar was the sweetening of pioneer life being used for cooking and in tea and coffee. During the two weeks sugaring season a man with two sons and a wife and daughters to "boil down" for him, could tap 500 trees and expect four pounds of sugar to a tree. Maple sugar sold for 8 to 15 cents a pound.

Agricultural Chronology.

- 1790 - Glover Perrin set out the first apple orchard.
- 1810 - Milton Budlong became a cattle buyer. For 40 years he averaged sales of \$22,500 yearly and in 1840 drove 1800 head of cattle to albany and sold them.
- 1817 - About this time Zerah Burr established himself as a

nurseryman. His business of growing fruit and ornamental trees, shrubbery, and flowers continued for 60 years.

1822 - Christopher Winne was probably the first to grow hops and raise sheep.

1828 - Abishai Goodell, Fairport merchant, was one of the first to learn about the "Morus multicaulis" tree.

This new mulberry, imported from the Philippines, grew with amazing rapidity in our climate and had an abundance of enormous leaves upon which silkworms flourished. Even staid, conservative Congress directed attention to the profits to be made by producing silk thread from silkworms: it would cost from \$1.50 to \$2 a pound to produce raw silk which would sell for from \$4 to \$5 a pound. Goodell, along with thousands of others, was led to believe "every house would have cocooneries attached, its silkworms...yielding two, three, or four crops of cocoons per year...wives and daughters...were to reel the silk, and perhaps spin and twist it, till silk became as cheap as cotton."

Abishai plunged into this fascinating new business. His large mulberry orchard began at the southeast corner of South Main and East Church Streets. His factory was built where the Post Office now stands.

Unfortunately, the silk boom collapsed completely. A disease that was impossible to control appeared and killed many of the trees and the cold New York winters killed many

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more. There are however a number of monuments to Abishai

Goodell's venture -- some self-sown descendants of his trees still grow in Fairport.

1835 - Jonathan H. Soule developed a red wheat which was sold in Michigan and grew well.

1838 - Horses were valuable and so plentiful that horse-stealing was quite common. Our early citizens did not form a posse, chase, and hang each horsethief. Instead, on 6 January, they organized "The Perinton Society for the Detection and Apprehension of Horse-Thieves." It functioned for 40 years.

1840 - A settler named Newton began to grow tobacco in Bushnell's Basin.

1877 - C. D. Cartwright established a successful business as a breeder of Gold and Silver Polish poultry.

1878 - Benjamin Birch started a market gardening business. He grew large quantities of lettuce, radishes, beets, spinach, onions, and cabbages; specializing in the latter two.

At first the Perinton farmer grew certain crops and animals for his own use for food and clothing. His housing was cut out of his own woods. His soap was made from ashes and fat. As time went on he was able to produce a surplus which he could barter or sell locally. Later still he was able to grow export crops and in the 1920s he began to think and act cooperatively. Due to this farmers now have better machines,

better methods, better fertilizers, and a more efficient marketing system.

But the future seems to point to more houses, more shopping centers, and more factories. This means there will be fewer and fewer farms. One can't help but wonder when Perinton will become an entirely non-agricultural community.

Merchandising

Pioneer settlers never found a store awaiting them in a new territory but one soon opened. It was invariably a general store with much to offer man, woman, and child. By day it was a meeting place where womenfolk could buy needed cloth, clothing, sewing materials, shoes, and staple groceries and exchange bits of local news or gossip with the storekeeper or other customers. A man could buy hardware, tools, guns, ammunition, and farm needs. The children always found many things to interest them, especially the toys and the penny candy counter.

During the evening the store became a men's club and local forum. The hand-turned coffee grinder in the corner was usually silent and the chairs, horse collars and harnesses hanging from the ceiling cast weird shadows. Open barrels of salt, sugar, pickles, salt pork, etc. might be scattered about in varying disorder but the center of every store was the same.

A huge wood stove was there, surrounded by comfortable wooden chairs, a barrel of crackers, and a small table topped by a checker board. On long winter evenings the menfolk would sit around the stove, play checkers, nibble on crackers, chew tobacco, tell tall tales, and argue affairs of village, state, and nation. Cracker-barrel oratory gave many a young politician his start.

Cash was scarce, so trade was often carried on by what amounted to barter. The customer would buy on credit as he needed and pay for his purchases with farm products as they became available.

Figure 1 reproduces a typical general store advertisement. Figure 2 copies another which shows the great variety of items carried.

After the general store came many varieties of specialty stores which, still later were recombined into even larger general stores called department stores. We cannot follow this trend in Fairport until 1898 when a business directory was published. Another booklet "Souvenir of Fairport New York Old Home Week, August 2-3, The Year 1908" also provides us with merchandising information. A second directory was published in 1913. Finally, in 1949, Wayne E. Morrison published the "History of Fairport and Perinton" which, together with the foregoing enables us to recognize the trends during these years.

Table 1 presents this data so that even a casual study will reveal many merchandising changes. But this data must not be considered complete for we all know that business men do not always advertise in every directory published.

An important but nearly forgotten 19th century-type merchant was the "tin peddler." He got his name from the tin pans, cups, and pots which hung from his wagon. Their rhythmic clatter announced his arrival to the lonely farm wife. His wagon carried much more than tin utensils for it was a little store on wheels. He carried cloth, thread, table linen, cutlery, hardware, notions, anything that would appeal to the farm family. He was welcome for his stories and gossip provided welcome entertainment for both husband and wife.

Perinton had a unique tin peddler. His name was James Laney. He lost a limb in the Civil War. As he prospered, he outfitted more wagons and hired men to drive them. His peddlers, like himself, were always veterans who had lost an arm or leg. At one time he had 100 wagons covering established routes.

Laney was ahead of his time in two ways: He was probably the first chain store operator (even though his stores were only wagons) and he probably was the first to realize the advantage of employing handicapped men to perform suitable labor.

The brief merchandising chronology which follows will

include a number of items, all of which refer to Fairport unless otherwise stated.

Merchandising Chronology.

- 1790 - Bennett & Tripp opened a general store and Charles Dickenson started a grocery. General stores were also established at Bushnell's Basin and Fullam's Basin. Before this time Perinton shoppers had to journey to Canandaigua.
- 1806 - Egypt was settled. It soon had a stage depot, two stores, two mills, three taverns, a tannery, foundry, smithy, wagon shop, and post office. When the canal was built it drew much of Egypt's population to Fairport.
- 1820 - George and James McFarland opened a book and stationery store, later sold it to Fonda & Ferrin who added a line of jewelry.
- Oliver Scribner had a feed store near the canal, later a grocery at the Parker Street bridge.
 - A Warsop had a hardware store.
- 1822 - Abishai Goodel, with a Mr. Aiken, opened a small grocery on the east side of Main Street, burned out and moved to the west side.
- 1839 - S. C. Carpenter opened a clothing store.
- 1840 - Lorin Knapp opened the first canal grocery east of Fairport, Joel Yale opened another canal property

and there was a third at Fullam's Basin.

- 1847 - George L. G. Seeley started a tin and hardware business.
- 1866 - Smith Morey opened a drug store.
- 1878 - A. M. Loomis started a coal business; also sold phosphates, cement, and sewer pipe.
- 1879 - Stubbs & Hart had a ladies clothing business. Mrs. Stubbs bought out Hart and later sold to Mrs. Phillips.
- 1882 - H. J. Wooden engaged in the coal business; was also a contractor who built many Fairport homes.
- Dr. Cramer opened a drug store.
- 1883 - G. W. Palmer began a produce business.
- 1894 - John Zollman opened a store to sell flour, feed, and straw.
- 1967 - The latest merchandising trend arrived in Perinton -- the shopping center at Mosley and Palmyra Roads.

Craftsman and Service Businesses

We have seen how farmers first settled Perinton followed quickly by merchants to sell them goods. Then came the craftsmen to serve them. It is interesting to note that here, as elsewhere, the first craftsman was usually one who offered his services to animals rather than humans.

Samuel Bennett was the first of many pioneer blacksmiths. He arrived in 1790 and not only shod the farmer's

horses but also made farm tools as the need arose. It is reported that he was so proficient at his trade that he made saws from scythes for some of the early saw mills.

Naturally, the first service offered humans was lodging. Probably the earliest tavern keepers were Philip Piester at Bushnell's Basin (1793), Oliver Loud at Egypt (1806), and David Staples on the Palmyra Road (1810). In the early days almost every other house was a tavern for what better way was there to augment farm income?

At Bushnell's Basin one of the early taverns was so close to the canal that the drivers often raced their mules so the waves from their boats would flood the barroom.

As might be expected a surveyor was an early arrival in Perinton. He was John Scott and he came in 1796.

There were three early cobblers, Jacob Ehlen, James Conway, and William Tobin, the exact dates of their arrival unknown.

Perinton was unique in that it had a hatter who could cover a man's head before it had a carpenter who could build him a frame house to shelter his body. David Stout was the hatter. He arrived in 1810. Hiram (or Henry) Hayes was the first carpenter. It is reported that the year he arrived Isaac Beers built the first frame house in Fairport on the site of the Green Lantern Inn. Hayes probably built it.

The first merchant tailor was Paris N. Bradford, date

of arrival unknown.

Aaron Seymour, the town's first cooper, arrived in 1817. He was most welcome for a cooper was a valuable man in a community. Barrels, firkins (small casks for butter, etc.), meat tubs, wash tubs, sap-buckets, pails, and churns were all made of wood until about 1900.

There were two kinds of coopers: "slack", who made barrels that need not be watertight, and "tight", whose work held liquids. Only the best white or red oak or elm was used for a porous stave or heading would ruin a barrel. Hickory was used for hoops. All wood was seasoned for many months before use.

All work was done by hand. Free-splitting blocks 33 inches long were split into bolts and then into staves. A fast worker could split about 275 staves a week. A cooper could average three beautiful oaken barrels or firkins a day which sold for \$1 each. About 1875 machines came into use for making staves and headings.

Service Business Chronology

1820 - A Mr. Defoe opened a harness shop.

- The Pardee farm was sold to Oliver Hartwell who established at canalside a grocery, a warehouse, and a boat-yard. This trading and forwarding center was known as

Hartwell's Basin. He soon sold out to Bushnell & Co. who shipped large quantities of flour and produce (a canal boat a day) to Albany and other markets and received goods and supplies for a wide territory. This business gave employment to many clerks. The settlement soon became known as Bushnell's Basin.

1822 - Elisha Fullam built a warehouse, the location being known as Fullam's Basin.

1870 - L. M. Shaw succeeded his father in the undertaking and livery business. By 1898 he claimed to have buried more people than were on the census rolls of Fairport.

1873 - The "Fairport Herald" was established by George G. Taylor.

1881 - S. D. Palmer founded the "Fairport Mail", later known as the "Monroe County Mail".

1882 - H. J. Wooden was doing business as a building contractor.

1889 - F. B. Clench opened a photographic studio.

1895 - Fairport Library incorporated.

1898 - Walter A. Parce organized the Merchants Despatch Transportation Company thus founding the village of East Rochester which grew up around it.

- G. W. Palmer and Harlow E. Kelsey opened a machine shop and bicycle repair business. It was the official "league of American Wheelman" repair shop.

1914 - An extensive survey of Fairport was made by Charles

Stetzle.

1920 - The Bell Telephone and the Home Telephone companies merged.

1925 - The "Fairport Herald" and the "Monroe County Mail" merged.

The same four directories cited previously have furnished us with considerable information about Perinton's craftsman and service businesses. It will be found in Table II. Like the tabulation on merchandising it must not be considered completely accurate. But it shows many of the service-business trends that have occurred.

Manufacturing

Perinton's first factories were saw mills, flour mills, and asheries. Trees and grain were the first raw materials. But this township is remarkable for the diversity and magnitude it has achieved in this important part of commerce. The subject is too complex for step-by-step coverage but many highlights will be recorded which will show interesting and important trends.

Saw Mills - Three saw mills were built about 1810 by Isiah Northrup, Peter Ripley, and Joseph M. Richardson.

Northrup's was probably the first. After he sold the mill it was converted to a grist mill, then to a plaster mill, and

back to a grist mill.

Early mills were primitive. They had no belts, gears, few nails, and almost no iron. Saws were upright and ran slowly up-and-down, cutting only on the down stroke. Such a mill had a capacity of about 1,000 board feet a day. Later, circular saw mills had greater capacity. A small saw mill had an undershot wheel; large mills had overshot wheels for they provided more power.

Grist Mills - Joseph M. Richardson built Perinton's first grist mill in 1810 on Irondequoit Creek. A grist mill is a mill to which a farmer brings his grain to be ground into meal (coarsely ground and unbolted* meal) or flour. The miller was either paid in cash or kept some of the meal or flour to pay for his work. In the early days it was not uncommon for a farmer to go from 30 to 50 miles to a grist mill. Glover Perrin had to go to Honeoye Falls.

The earliest mills consisted of little more than millstones and power to keep them running. Millstones were from three to 7 feet in diameter of native granite or Esopus stone quarried in Ulster County. The lower stone, or bedder, was stationary. The upper stone, called the runner, revolved. Primitive mills made whole wheat flour. Later, bolts were

* To bolt is to sift by means of a sieve.

used to separate flour from bran (the broken coat of the seed of cereal grain) and to sift middlings (medium sized particles) to obtain the finest flour. A grist mill needed steadier and greater power than a saw mill and was usually run by a slow-turning, ponderous, overshot wheel.

Flouring Mills - A flouring mill is one where the miller buys the grain from the farmer and sells the meal or flour he produces. They usually operated in larger cities where water falls were large enough to give an abundance of cheap power. Perinton was exceptional in that it had a successful flouring mill.

In 1821 Samuel Rich built a large flouring mill on Irondequoit Creek. It had three run of stones, two for flouring and one for custom (grist) grinding. It was powered by a large 25-acre mill pond. He took as partners Andrew Lincoln and a Mr. Northrop. In 1836 Lincoln bought out his partners and in 1847 doubled the size of the pond and erected a larger mill. It had four run of stones and two overshot wheels. Four millers were employed. Total cost was \$25,000. His mill was later converted to a roller mill and burned in 1920.

Cheese Factories - Cheese making in the early days was an operation conducted on the farm by precipitating casein from milk by adding acid and rennet. In 1811 Edward Plumb built a cheese factory east of Hamilton Road on a road which was known as Cheese Factory Road until 1814. The

name was then changed to Whitney Road.

Churns and Apple Grinders - Isaac Arnold began the manufacture of these items in 1813.

Asheries - Roswell Everett must have been a hustler for in 1816 he built both an ashery and a tannery in Egypt at the 4-corners.

We have mentioned how pioneer farmers produced black-ash which sold for from \$50 to \$120 a ton. But they had no equipment (large ovens) to carry out the next step -- making pearl-ash, for which there was a steady demand. So asheries were built in many towns. Their owners bought either ashes or pot-ash from the farmer and turned it into pearl-ash which was sold in Montreal for from \$200 to \$300 a ton.

Tanneries - Bark from oak and hemlock trees was another source of revenue for the pioneer farmer. Bark peeled best in June and July when the cambium (the soft formative tissue between bark and bole) was making. The bark was peeled from the tree with a barking spud (a sharp narrow spade, about two inches wide with a 30-inch handle). These cylinders of bark were then cut into strips which were leaned against the dropped tree trunks with the smooth side out so the sun could dry the oozy cambium. When dry the bark was corded (a cord is a pile 8 feet long, four feet wide, and four feet high; 128 cu.ft.). Oak and hemlock bark brought from \$4 to \$8 per cord at the tannery.

A pioneer who wanted leather took his raw hides to the tannery and left them for the year-long tanning process. When he returned he received back half his hides, the tanner keeping the other half for his work.

Because of the lengthy process a tannery required considerable outlay before returns came in. However, after the first year returns were steady, risks few, and profits good.

Clothing Mills - Ebenezer Lewis built a clothing mill in 1817.

Boatyards - In 1820 when Oliver Hartwell established Hartwell's Basin, he operated a boatyard. The next year Gelson (Stillson?) & Penfield opened another boatyard which continued in business for 15 years. Both yards built ordinary canal boats for carrying farmers' produce to eastern markets.

Distilleries - Henry Esten, a blacksmith, branched out in 1824 by building two distilleries. One was for whiskey, the other for alcohol.

Perinton does not seem to have had its share of distilleries. There were often more distilleries in a town than there were grist mills. Geneva in 1800 had 13 stills and four grist mills. Some millers made whiskey from their best grain. Flour and feed was made from the second grade. Whiskey and brandy were the easiest way to send grain and fruit to market. Good whiskey, jug and all, sold for 25¢ a gallon.

Chair Factories - Elihu Wanzer established a chair factory in 1829.

Cider and Vinegar Making - This had been a farm operation until 1832 when William Ellsworth built a cider mill. Apples were grown chiefly to make cider and vinegar in pioneer days. Every farmer made from 25 to 50 barrels of cider a year and always had a barrel on tap and a pitcher full on the table at every meal. Both apple juice (unfermented) and cider (fermented) were legal tender.

About 1907 Robert Douglas bought the old DeLand Chemical Works buildings in Fairport and organized the York State Fruit Company. He used carloads of apples and became the largest cider and vinegar maker in the state.

Wagon Making - The earliest attempt to manufacture wagons had been an unsuccessful venture of Jones & Co. in the Amsden blacksmith shop. During 1838 Jeremiah Chadwick bought the abandoned Methodist Church building, moved it to the site of the Cottage Hotel, and started a wagon factory. The next year he sold it to Rufus Young and a Mr. Lyke, who soon after sold it to J. E. and L. T. Howard. In 1875 they sold 75 limber wagons.

Canning - Ezra A. Edgett began a corn canning business in 1851 which later expanded to pack cherries, peas, plums, peaches, quinces, apples, and succotash. He made his own cans and sold thousands of baking powder cans locally. The factory building is now occupied by the Crosman Arms Company.

In Edgett's time food was packed in cap hole cans.

Both ends were soldered on, but there was a 2-inch hole in one end of the can. Through this food was pushed to fill the can. Peaches, apples, pears, and beets had to be cut to a size smaller than the opening. After filling, a solder-hemmed, round, tin cap, slightly larger than the hole, was soldered in place to cover it.

In 1881 Ezra sold out to his cousin Amos H. Cobb who, with his sons George, Amos, and Clarence, continued the business until he died in 1891. The sons carried on.

George was not satisfied with the cap hole cans. After many discouragements working alone he was able to secure financial backing from a Mr. Bogel and they hired a mechanical genius named Max Ams. Together, about 1901, they developed an open top sanitary can and a double seaming machine to seal the tops.

By 1904 the sanitary cans and the Ams machine were perfected so the Sanitary Can Company was formed. It was located in a former shoe factory on Parce Avenue. For the first few years there was difficulty due to heavy spoilage. But this was overcome and, in addition, enamel lined cans were developed in 1908.

During this year the American Can Company, manufacturers of cap hole cans, realized that they must acquire this new company to stay in business. They bought it and since then this industry has become larger and more important to

Fairport.

Baking Powder Manufacturing - It was during 1852 that an ex-farmer, ex-whaler, and ex-canal-boat-captain, Daniel Brown DeLand, returned to Fairport. From his father-in-law, Justus R. Parce, of Norwich, N.Y., he had learned to make saleratus.

With horse and wagon Daniel drove from house to house buying wood ashes. These he leached to obtain lye which he boiled in an iron pot. The reddish-brown sediment he heated in a furnace to turn it into white pearl-ash. This he treated with carbonic acid until it became potassium carbonate or saleratus. His family packaged the white powder and he sold it from door to door.

Daniel DeLand was not satisfied with known manufacturing processes. His research and experimentation led him as far afield as England where he learned how to make soda from salt he could bring from Solvay via the Erie Canal.

In time his 19-year-old brother, Henry Addison, joined him in the business and became its star salesman. For 25 years Henry covered the United States selling the firm's Cap Sheath products. By 1859 they produced and sold 500 tons of sal soda, super carbonate and soda, and cream of tartar. By 1870 they were the largest producer in the field, yet they continued to grow until they employed 200 people.

In 1872 Daniel fell down an elevator shaft to his death.

Henry continued the business and took Daniel's son Levi Justus as his junior partner. In 1874 sales were almost \$500,000. In 1882 Henry sold out to his nephew Levi, who kept the plant going into the 1900s despite a disastrous fire and stiff competition from the Arm & Hammer Company.

Blasting Powder Manufacturing - In 1852 Mortimer Wadham(s) and Daniel C. Rand began to make blasting powder. They selected a site south of Bushnell's Basin for several reasons: there were plenty of willow trees, the terrain was broken up by small hills and valleys, and it was "so far from civilization."

Willow trees made excellent charcoal which, when mixed with sodium nitrate and sulphur, constituted blasting powder. The broken terrain permitted small mixing sheds to be placed so hills intervened between them, preventing an accidental explosion in one shed from setting off another.

The mills continued to operate until 1910. In 1922 Monroe County took over the 180-acre site and named it "Powder Mill Park".

Box Manufacturing - In 1865 Lewis Jones, who was in the lumber business, bought a lot south of the canal and west of Main Street, where he built a planing mill and box factory. In the fall, William A. Newman became a partner, investing capital for expansion, and the next year Francil Hill also became a partner.

In addition to boxes they also made sash, blinds, and doors.

Furniture Manufacturing - In 1866 Charles H. Howe began to manufacture furniture. He also made window screens, ran a baking soda and spice business, and was a partner in Todd & Howe which ran a general store.

Patent Medicines - George C. Taylor started his patent medicine business in 1868. His first products were Taylor's Oil of Life and Tayco Soap Powder. The "Oil" was reputedly good for burns, coughs, colds, asthma, croup, and "a large number of diseases".

In 1873 Taylor expanded by adding a number of items to his line: flavoring extracts, a blackberry cordial, a cough syrup, perfumes, a conditioning powder, laudanum, paregoric, spirits of nitre, and a beef, iron and wine tonic.

In 1872 Dr. Weare returned to Fairport. He had practiced here about 25 years before but left after a year or so. Upon his return he again practiced his profession and opened a drug store. He also established a patent medicine factory in which he made veterinary medicines. Included in his line were: a heave powder, a conditioning powder for cattle and horses, a louse killer, and a poultry powder.

Pectin Manufacturing - We have read how Robert Douglas in 1907 bought the old DeLand Chemical Works and became the largest cider and vinegar maker in the state. In 1912

he discovered a way to isolate pectin, the jellying principle of fruit, from the pulp of apples, a by-product of his business.

Pectin is a white amorphous substance which, when combined with sugar and acid, forms a gelatinous substance, the basis of fruit jellies. Pectin, extracted from apples, made it possible to make jellies from gooseberries and other fruits deficient in the substance.

To make pectin the juice was extracted from apples to make cider and vinegar. The pulp was then dehydrated in dry kilns and the pectin extracted from it. The product was sold in 5-gallon containers to large manufacturers of jam and jellies and in small bottles (Certo) to the housewife.

Douglas formed the Douglas Packing Company to exploit the new product and enlarged his plant. In 1921 most of the plant was destroyed by fire. It was rebuilt and by 1923 further expansion was necessary and the Douglas-Pectin Corporation was formed. Production of Certo reached over 15 million bottles a year. In 1928 General Foods bought the business for 29 million dollars.

In order to realize how diversified and important Perinton manufacturers are, just look around you as you walk the streets of Fairport and drive along Perinton roads. Over a score of factories exist, from tiny shops employing only a

single man to a giant factory where 600 people turn out over 500 million units a year.

Products of these fine factories are: air conditioners, automatic packaging machinery, boxes, burial vaults, cameras, canned foods, cans, coping for swimming pools, counter tops, court record books, electric motors, general machine shop work, greeting cards, gauges, lenses, meat packing, optical instruments, plastic bottles and bags, potato and onion graders, pre-packaging machinery, pellet guns, roof trusses, screw machine and plastic assembly products, tool and die work, toys, and plating work.

Figure I.

1st January 1822.

MORE NEW GOODS

The subscriber is now receiving a large addition to his stock of MERCHANDISE, which makes his assortment very complete, which will be sold

CHEAP FOR CASH

Or Exchanged For

Pot and Pearl Ashes, Whiskey, Wheat, Pork, Lard, Butter, Rye, Corn, Oats, Timothy Seed, Clover Seed, Bees Wax, Tallow, etc.

CASH PAID

For many of the above articles.

Figure 2.

A Fashionable Assortment of
DRY GOODS

Consisting of

Cloth, Coatings, Kerseymers, Swan-downs, Corderoys, Thicksetts, Flannels, Baizes, Woolen Checks, Humhums, Coloured Cambrick Muslins, Book & Jaconet do. Calicoes, Shawls, Peelings, Lute-strings -- An Assortment of the most fashionable LEGHORN BONNETS, Men's and Boy's HATS, Blankets, and numerous other articles.

GROCERIES

Brandy, spirits, Hyson, Souchong and Bohea TEAS, Loaf, Lump and Muscovado SUGARS, Pepper, Allspice, Tobacco Pipes, Window Glass, Soal and Upper LEATHER.

Iron, Steel, Hardware, Stationary, Crockery and Looking-Glasses.

The above goods will be sold very low for Cash or produce.

Nov. 18, 1803.

Table I.

MERCHANDISING TABULATION

	1898	1908	1913	1949
Agricultural Implements	1			
Appliance Store				1
Automobile Dealer			3	3
Automobile Parts				1
Bakery	1	4	3	1
Bicycle Dealer				1
Books & Stationary	1	1		
Boots & Shoes		5	6	2
Builders Supplies	2			
Canned Goods		1		
Carpets		1		
China & Cut Glass			2	
Cigars & Tobacco		3	3	
Clothes, Men				1
Clothes, Women				2
Clothing	1	2	2	
Coal		4	4	1
Coal & Produce		1		
Confectionary	1	2		2
Dairy	1		2	
Department Store	3			1
Dry Goods			4	

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Table I - Continued

	<u>1898</u>	<u>1908</u>	<u>1913</u>	<u>1949</u>
Florist		1	1	
Fruits & Imported Oils			3	
Fuel Oil				1
Furniture	2		2	
General Store		1		
Gift Shop				1
Grocery	2	4	3	1
Hardware	1	1	3	1
Ice			1	
Ice Cream		1	3	
Jewelry		1	3	
Liquors			2	
Lumber Yard		1	1	1
Mason Supplies			4	
Meat Market	1	2	4	
Millinery	1	1	4	
Monuments			1	
Nurserymen			1	
Paints & Varnish		1		
Pianos		1		
Produce	1	1	4	
Variety Store			1	

Table II.

SERVICE BUSINESSES TABULATION

	1898	1908	1913	1949
Auctioneer			3	
Auto Livery			3	
Bank			1	
Barber	1	1	7	
Beauty Parlor				1
Bicycle Repair Shop	1			
Billiard Parlor			1	
Blacksmith			4	
Bowling Hall		1	1	
Carting & Express	2		4	
Cleaning & Pressing		1		3
Contractor		3	7	
Contractor & Builder		2	14	
Contractor & Heating		1		
Dressmaker			6	
Electrician		1	3	
Garage				4
Harness Maker	1	1	3	
Insurance Agent	1	1	5	
Laundry			1	

Table II - Continued.

	<u>1898</u>	<u>1908</u>	<u>1913</u>	<u>1949</u>
Livery			3	
Loans			5	
Lunch Room		1		1
Mason			2	
Mortician	1	1	3	1
Movie Theatre		1		1
Newspaper			2	
Optician or Optometrist	1	1	1	1
Painter		1	1	
Paper Hanger			1	
Photographer	1		1	1
Plumber		2	4	
Printer			1	2
Real Estate Agent			5	1
Service Station				3
Tailor	2		2	1
Upholsterer	1			1

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TRANSPORTATION

Helen Emery

TRANSPORTATION

- I Trails (foot and horseback)
- II Roads (carts, wagons, carriages, stagecoaches)
- III Canal (see special chapter)
- IV Railroads and Trolleys
- V Bicycles and Motorcycles
- VI Automobiles, Buses, Trucks
- VII New York State Thruway
- VIII Airplanes
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- X Bibliography

I - TRAILS

When we step into our car for either a short or an extended trip, how often do we stop to consider how our means of transportation developed? Let us trace it carefully in the Town of Perinton from its early beginnings.

This whole territory was inhabited by the Seneca Indians and there were settlements at Boughton Hill (near Victor) and in the territory behind St. Mary's Cemetery on Turk Hill Road. The Indians built longhouses, cleared some land, planted orchards, and raised corn, squash, beans, and gourds. For their daily living they were dependent on certain commodities, so they cut trails through the woods to obtain them. One such trail followed Thomas Creek, where the Senecas trapped, and then on to Irondequoit Bay for fishing; one led to Basket Street (now Jefferson Road) to obtain reeds for basket making; and one went to Salt Road where the salt licks were found for the preservation of meat and fish -- other trails led to deposits of clay, flint, and soapstone. All trails were combined in a vast network whereby the Indians could travel to all parts of the continent peacefully or in war parties. By 1838 few Indians were left in the area as they were pushed westward by the early settlers, but their narrow paths remained to form a matrix for roads to come.

In 1789 William Walker and his brother Caleb, the first

Transportation - 3

residents of Perinton, spent the summer surveying the township and building a log cabin on Ayrault Road (then Wapping Bridge Road) near the Thomas Howard residence, which is across the road and slightly east of the present Martha Brown School. The next year their cousin Glover Perrin and his wife Johanna, for whom our grade school is named, built their home near the site of the log cabin and extended their holdings to one hundred and sixty acres. In 1791 Glover's brother Jesse Perrin settled near him on Mosley Road where the Abigail residence now stands. The Fairport school buses pass these two first homestead sites in Perinton each day on route to the Martha Brown School.

II - ROADS

Originally there was no more than a footpath between these two cabins, but as settlers moved in, cleared the land, and harvested their crops, additional primitive roads were built for communication and transportation of grain to the mills located on nearby streams. Since much of the land was hilly or swampy, the narrow dirt roads, some only fifteen inches wide, were cut through the underbrush by crude farm implements and often went around the hills, not always by the shortest route. To bridge the swampy areas, logs were laid crosswise to form corduroy roads and toll was charged for their use. In 1803 the Palmyra Road (then Mud Road) was surveyed

for three and two-thirds miles; in 1805 the name was changed to the New York State Road, and the next year it was laid in corduroy fashion. You may recognize the names of some of the early roads in Perinton, although seldom do they follow their original course: Bluhm, Aldrich, Thayer, Marsh, Whitney, Dailey, and Steele, usually named for the families who settled on them. The majority of main roads were built east and west as people migrated to western areas. Travel was seasonal, usually being done in the winter on skis and snow shoes or later on bob sleds and in cutters when the streams were frozen and the fields were covered with deep snow. Spring and summer travelers complained of the "abundance of mosquitoes and the dreaded swamp fever."

As the population grew, wagon traffic evolved. First came the hand pushcart, then the ox drawn cart with two solid wooden wheels, and finally the American lumber wagon with four spoked wheels. The two front wheels were smaller than the rear wheels, and the axle swiveled to the front bolster to facilitate turning. The wooden axle, strengthened by strips of iron, was lighter and could withstand the jar and jolt of the rough roads better than one made entirely of metal. Oak and ash were most frequently used in wagon making. Hickory was seldom used because it was difficult to obtain. Oxen and mules were mostly used as beasts of burden until the sturdy draft horses were introduced for farm work; the better

breeds of horses were kept for riding and carriage use.

Although Fairport did not become incorporated until 1866, the actual birth date of the village is 1822. The earliest maps show Fairport as a square bounded by Church Street (the oldest one), Main Street, West Avenue (first called Chadwick Street and later Cherry Street), and West Street (then Wood Street). There was also a smaller square formed by Pleasant, Parker, Church, and Main Streets. John Street, now State Street, was later built to parallel the canal.

As the village grew, the carriage became a popular conveyance for private use. The common carriage was a wheeled vehicle hung on straps between elliptical steel springs to absorb jolts, and designed to carry people on ordinary streets and roads. There were many different styles in use: the gig, the hansom brougham, the surrey, and the buggy. These were commonly lined up at the hitching posts on Main Street, and the watering trough was a popular place to refresh the horses. Farmers coming into town to trade made good use of the church sheds and livery stables, and the shoeing of horses was a profitable business for the blacksmith.

It is difficult for our present day traveler with access to trains, cars, and planes to imagine himself back in the days when stagecoaches were the chief means of public

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transportation. The stage left daily at 9:00 A.M. from the Mail and pilot coach office opposite the Eagle Tavern on Carrol Street in Rochester. It went to Palmyra, on through the Cherry Valley to Albany where it arrived three days later. The first change of horses took place at Staples Inn, twelve miles outside of Rochester. This inn was established by Olney and David Staples in 1809 and is now the residence of Mr. and Mrs. George Wilson on Palmyra Road. The coaches were box-shaped compartments set on a four-wheeled wagon frame. Entrance was by side doors, and inside two long seats facing each other could accommodate four to eight passengers, with outside seats for several more in clement weather. The luggage, usually carpet bags, mail pouches, deer-skin bags, and pig-skin trunks, was carried on the top. Descent from the coach was by ladder.

The stagecoach driver had to dress for the season -- in summer he wore a broad brimmed hat for protection from the bright sun; in winter, he dressed in a heavy fur coat, a bear-skin cap, and thick boots. The driver was always an imposing figure. He managed the four to six horses skillfully over the bumpy corduroy roads, applying the whip or breaks as necessary. He not only acted as a land agent for prospective settlers along his route, but also set the ladies' fashions of the day, selecting materials and patterns for them in the larger towns.

The taverns, with their cheery fireplaces and tap rooms, were a welcome sight to the weary traveler after a long day's journey on bumpy roads. There is a story of the famous Staple's ghost and it was a brave person indeed who would sleep in the northwest room of Staples Inn for he was bound to be tormented on a windy night by the moaning of the ghost. Years later, a window in the room was moved and a bottle was found between the walls under the sill. The wind, blowing across the open bottle neck, was the cause of the weird howling.

III - CANAL -- SEE SPECIAL CHAPTER

IV - RAILROADS AND TROLLEYS

With the coming of the iron horse, the stagecoach became obsolete. The New York Central tracks were laid in 1853, and the first train, carrying state officials from Albany to Buffalo, passed through Fairport in that year. The West Shore tracks were laid in 1882, and like the first set of tracks, paralleled the Canal. The early wood-burning engines threw out sparks which were a threat to the passengers' clothing and the wooden buildings along the tracks. Railroad stations for freight and passengers were built in the larger towns and cities. By 1867 the Pullman car, in which the comfortable seats by day could be converted to sleeping quarters at night, became popular, and later in 1874 the coal-burning

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engine was introduced to replace the woodburners. The train of the early 1900s passing through Fairport would consist of an engine, mail cars, day coaches, Pullman, and dining cars. With the increase of power and speed, the coaches were constructed of steel instead of wood. At that time two of the New York Central's fastest non-stop trains through Fairport were the Black Diamond and the Twentieth Century Limited.

Due to the popularity of air and bus travel today much of the passenger service on the railroads has been discontinued and many of the old railroad stations have been torn down. The Fairport station was dismantled in 1962. Since the railroad companies must pay taxes to each town and village through which they pass, and since they have lost much passenger and freight business, many railroads find themselves today operating at a loss. Long freight trains with heavy equipment on flatcars, trucks carried piggy-back style, and with perishable goods in refrigerated cars still pass through Fairport frequently. The caboose, always the last car on the train, serves as the crew's living room, dining room, and kitchen.

From 1906 to 27 June 1931, the public trolley car, which received power from an overhead electric cable, was a familiar sight through Perinton. The Rochester, Syracuse and Eastern (R.S.&E.) ran parallel to the canal and furnished

public transportation from Syracuse to Rochester. The trolleys, first painted dark green (later changed to orange), were of two types: the limiteds (top speed 70 miles per hour) which stopped only at the larger towns and cities; and the locals which serviced the rural areas by stopping at many designated shelters. Ninety-nine such stops were made between Syracuse and Rochester. A special commuter car ran every fifteen minutes between Fairport and Rochester. The round trip fare was 25 cents.

The trolley car had three main sections: the motor-man's compartment; the passenger section containing two long lines of black leather seats facing the front and separated by an aisle for use of the conductor in collecting fares and the passengers in getting to and from their seats; and the covered rear platform where steps were located for passengers entering and leaving the car. A small front section, shut off by a sliding glass top door, was reserved as a smoker. A long narrow seat was provided for workmen in dirty clothes at the rear of the car across from the toilet facilities (frequently used by car-sick children). The trolley, seating sixty-two, was also equipped with overhead straps for extra passengers standing in the aisle. A second car attached to the first for rush hour traffic was called the "tripper service" or "double header". There were special

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freight trolleys carrying milk and fruit from Rochester, and the three o'clock car out of the city usually had the evening papers for the nearby towns.

Some of the following regulations were in effect on the trolley cars:

1. No person under fifteen years of age was allowed in the smoker unless accompanied by an adult.
2. Children under five years of age, not exceeding three in number and accompanied by an adult, could ride for free.
3. Children five to twelve years old could travel for half fare.
4. All dogs in the car must be muzzled and on a leash.

V - BICYCLES AND MOTOR CYCLES

The bicycle has been a popular means of inexpensive transportation for many years. Prior to 1876, a bicycle consisted of a large front wheel and a small rear one with the rider perched on a high seat; after that the bicycle was much lower with both wheels the same size. Many accessories have been added such as the padded saddle seat on springs, pneumatic tires, brakes, lights for night use, and baskets for carrying small items. The English bike of

lighter construction with high and low gear shift has found great popularity with the younger set. Bicycle clubs were formed in the early 1900s for group outings on Sunday afternoons over the country roads and cinder paths. We should mention the fact that even today bicycle riding is one of the best forms of exercise for the sedentary American.

In the past fifteen years the high speed motorcycle has taken the place of the bicycle in popularity with our younger people and we often see groups of riders with their white helmets, goggles, and black leather jackets on our streets and highways. Early each summer the Sunday motorcycle hill climb at Keck's farm in Egypt attracts many people.

VI - AUTOMOBILES AND BUSES

The automobile, a road vehicle carrying its own power, gradually eliminated the horse and carriage for private use early in the Twentieth Century. Few people thought these queer looking contraptions, which frightened horses and caused many runaways, were here to stay. The early topless gasoline autos (some early models were powered by steam) were one-seaters, started by a hand crank connected to the engine. The battery box was usually on the running board. Later additions included a back seat and a collapsible top,

fastened by straps on either side of the hood from the windshield. For those who were brave enough to venture out at night, two acetylene gas headlights, a kerosene running light on each side of the windshield, and a red kerosene tail light were provided. All had to be lighted by hand. The tires were small and easily punctured or blown-out on the bumpy dirt roads. The conventional attire for car travel was a linen duster (cover all long coat), veiled hats tied under the chin for ladies, and leather caps, gauntlet gloves, dusters, and goggles for the men.

The first automobile to run on the streets of Fairport was a six-cylinder Ford (1905) owned by Fred Potter, whose home is now Potter Memorial. Since the roads were never plowed in the winter, cars were put up on blocks and the batteries were removed until the spring thaws opened up the roads. Side curtains were added to the early autos to keep out spring rains and wind.

Our modern cars with their puncture-proof tires, tinted glass, automatic shifts, power steering, directional signals, and air conditioning are great improvements over the early models. Travel is now year round on concrete roads, ploughed and salted in the winter. Some of the popular styles today are the sedan, station wagon, convertible, compact, and smaller foreign cars.

With the introduction of the bus lines for public

transportation, the trolley made its last run on 27 June 1931. The buses travelling the main roads through the center of towns, making frequent street stops, were more convenient than the trolley entering Fairport through State Street at the station north of the canal bridge where the gas station now stands. The Greyhound Bus Line, which started the commuter service through Fairport and Perinton, is now active in long bus runs to all parts of the country. It must make a daily trip from Rochester to Syracuse on the Thruway in order to maintain its Thruway rights. Since 1960 Trailways have given our town excellent hourly service in large, comfortable, air-conditioned buses, but as inflation continues, the one-way fare has increased from 25 to 50 cents.

Mention should be made of the large freight trucks and moving vans which are so common today. Such vehicles can move a whole or partial load from a home or factory to any destination that can be reached by road. This service has taken much business from the railroad, which requires each article to be crated before shipping. Today in our town all food supplies for the stores are brought in on trucks, and industries, such as the American Can Company, use this means of transportation in connection with storage in warehouses located in various cities. The village of Fairport and the Town of Perinton operate fleets of trucks for garbage collection, road repair, and general maintenance.

VII - NEW YORK STATE THRUWAY

The New York State Thruway originates just north of New York City and continues northward to Albany where it turns westward and goes across the state to Buffalo. It was begun in 1946 at Victor and was dedicated by Governor Thomas Dewey in 1954, one year before completion. The Thruway is a four-lane super-highway 427 miles long with double lanes separated by a grass median strip. The road is fairly straight and is designed so it can be used for military vehicles in case of a national emergency. The sixty-five miles per hour speed limit is well enforced by state troopers aided by radar. Tolls are collected by attendants at all fifty exits. No stopping is allowed except for emergencies, and well-kept service areas with restaurants and rest rooms are located at frequent intervals. The highway is well cared for in the winter by salt trucks and plowing crews, and during the summer frequent mowing of the lateral and median grass gives a neat appearance to the road area. Small planes have recently been introduced with direct communication to the State trooper cars to report stranded vehicles as well as to enforce the speed limit.

VIII - AIRPLANES

Since the Town of Perinton is so near the Monroe County Airport (built in 1936 and taken over by the County in 1948)

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we must take notice of the increased plane travel of the Mohawk, American, and United airlines in and out of Rochester in the last ten years. Most of the east-west planes follow the canal and railroad, and with the jets starting their descent long before Fairport, they commonly fly quite low over our area.

The Brizee Airfield on Marsh Road (now a housing development next to White Haven Cemetery) was operated for many years by Roy Harmon as a flying school, landing field, and hangar area for small private planes.

IX - ACKNOWLEDGMENTS

The author of this chapter wishes to acknowledge the help of Mr. Vincent Kennelly regarding trolley transportation in Perinton and of Mr. Charles Cleveland concerning bus transportation.

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THE EFIE CANAL

Helen King

THE ERIE CANAL

The dream of a water route connecting the Great Lakes with the Hudson River was an old one. George Washington had surveyed parts of Ohio before the Revolution and had considerable land knowledge of the area. In 1783, as President, he had the first canal survey made. Christopher Colles did the job for which he was paid \$124.

In 1806, during Jefferson's second term as President, Washington and a group of men seeking to build the canal, sought financial aid from the Federal government. Washington told Jefferson:

"In order to move settlers westward and develop the territory, an easy route for them to travel must be found. What could be better than a canal joining the Hudson River and the Great Lakes?"

Jefferson's reply killed the project as far as government aid was concerned.

"You are right about the need for an emigration route but it is physically impossible to construct such a canal now. Perhaps it could be built a hundred years from now."

Gouverneur Morris of New York state had believed in the canal as early as 1777. He and other New Yorkers continued

The Erie Canal - 2

to advocate it and in 1808 a surveyor, James Geddes, was hired to explore the possibility of an interior route for the canal. Late in December he made a hasty trip, on foot and horseback, from Albany to the Genesee River. It was an extremely difficult trip. The snow was so deep that many times he had to guess at his figures and estimates. His chief concern was to determine the height of the watershed which separated the Genesee River from the Montezuma Marshes. He found that the Irondequoit Valley in the Town of Perinton was the only real obstacle.

James Geddes made a second and precise survey in 1816, which covered the entire route. The canal would cross the Genesee River in the vicinity of the milling hamlet of Rochesterville, which had sprung up since his last visit.

During the years that followed the canal became a political issue in New York state. DeWitt Clinton was elected governor in 1817 on a build-the-canal platform. In July of that year he began the middle section near Rome.

Before continuing we should note that during the entire history of the canal it has remained a project of New York state alone. The only exceptions are: 1) the construction, in our own time, of a Government Lock at each end of the waterway (at Black Rock in the west and at Troy in the east), and 2) W.P.A. assistance for maintenance and repair for a brief period during the depression of the 1930s.

Building the Canal

The middle section, four feet deep and 40 feet wide, was built first because of the comparative ease of construction. It had been planned to have 7 feet of headroom under the bridges but as banks settled this diminished. This meant that people had to duck when the boat went under a bridge. One of the songs of this time went as follows.

"Lo-ow bridge, Everybody down,
Lo-ow bridge for we-re going through a town;
And you'll always know your neighbor,
You'll always know your pal,
If you've ever navigated on the Erie Canal."

The War of 1812 held up the building of the canal, but in 1819 the Canal Commissioners were empowered to negotiate contracts for the western section of the canal. The contracts were let and construction was begun at Palmyra. Two tremendous engineering feats had to be accomplished in order to carry the canal over Irondequoit Creek and the Genesee River.

At the river an aqueduct was built at the cost of \$33,000. It was 302 feet long with nine-foot arches and a smaller arch at each end. The aqueduct carried the 17 foot wide trough of the canal and a towpath across the river. When it was built the aqueduct was considered by many people to be the eighth wonder of the world. It was last used for canal purposes in 1919. The Barge Canal, as we know it today,

crosses the river at its own level.

The Embankment

Because of the many difficulties encountered in our Irondequoit Valley, construction of the canal was delayed. Until the embankment was completed, flour was shipped by boat from Rochester to Pittsford, brought by wagons to Fairport, and there reloaded on a boat for the trip eastward.

James Geddes had proposed a dirt embankment raised to a height of sixty-five feet above the surface of Irondequoit Creek. A stone culvert at its base would permit passage of the creek through the huge barrier.

A canal builder from Ireland, J.J. Mc Shane, bid the contract, figuring 25 cents per cubic yard for earth. He had never seen the Irondequoit Valley. Later fearing that his bid was ruinously low, he was overjoyed when the state rejected the bid as being too high.

Mc Shane decided to make a trip to look over the land where the embankment was to be raised. Geddes' survey had shown him that the gravel hills, or drumlins, deposited in the valley during the glacial period could serve as natural piers between which the 1,320 foot embankment could be built. He determined that it would be necessary to reinforce the dirt embankment with about 900 log piles. But Mc Shane found something that he had not known before. The soil was porous and the banks of Irondequoit Creek were lined with quicksand.

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The tough Irishman first tackled the quicksand problem. The stone culvert to pass the creek must be 25 feet high, 30 feet wide, and 100 feet long. Each end would rest on quicksand. This was conquered by pile-driving one thousand 20 foot logs into the quicksand and overlaying them with mats of timber and grouting.

Meanwhile his Irish crew and local farmers, with their wagons, were working from dawn to dusk on the dirt fill. Often they worked far into the night by bonfire and torchlight. Many a farmer earned his tax money working on the embankment. Today it is difficult to recognize what a fantastic accomplishment this embankment was until we realize that there were no power shovels or bulldozers. Every bit of dirt, taken from nearby hills and fields had to be moved by wheelbarrow or horse and wagon. Wheelbarrowmen were led by a "pacer" and each man had to keep up with him. Pay was 75 cents a day.

After the embankment had been completed the canal trough had to be cut along the top. How to make it hold water bothered Mc Shane until one day a Pittsford farmer showed him a deposit of blue clay. It solved his problem. First he drove piles into the soft earth and then built the trough of heavy square timbers on them. Then he puddled or lined the trough with a three-inch layer of blue clay. Such a trough would be navigable and, even though the deep winter frost might crack through it, repairs could be made. Later on the embankment trough was lined with stone and when the

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Barge Canal was built it was made of solid concrete at tremendous expense.

After puddling, Mc Shane allowed seven days for the clay to harden, then introduced a foot of water from the channel Nathan Roberts had extended from Pittsford to meet the embankment. After two days of watching, Mc Shane raised the water level another foot. The blue clay retained without leaking. Not daring to increase the pressure until the following spring, he declared the embankment open for navigation to boats with a draft of not more than twenty inches.

It is interesting to ride on the canal as it goes over the embankment and look down on the treetops and houses in the valley below.

Effect of the Canal

The coming of the canal was the real cause of the settlement of the village of Perrin. It was named after the first settler, Glover Perrin. In 1853 the name was changed to Fairport.

Near Fullam's Basin Bridge on West Church Street there was a boat loading platform. There was also a grocery store which was supplied by boat and which in turn supplied the canal boats with groceries, kerosene, and other necessities. The traveler going east from Fullam's Basin soon sighted the village. There were seven log cabins, a frame house, and a blockhouse belonging to the men who had cleared the land and laid out six farms. Near Main Street Bridge there was

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a store, a blacksmith shop, and a warehouse.

Before boats were equipped with stables to carry extra horses or mules, a horse barn stood between Main Street Bridge and where Parker Street Bridge now stands. Boats in those days had to tie up every night and the mules, the minute they were unhitched, would lie down and roll over and over. Some would fall into the canal and drown. The vertical banks of the canal made it impossible to save them. Boat barns were located about every 12 miles along the canal.

Boatmen would blow a horn as they approached a barn to let the hostler know how many fresh animals were needed. There were twelve boat stops between Pittsford and Macedon.

In 1827 the Pritchard Hotel was built on the site of the Millstone Building on Main Street and a three-day celebration held. In 1829 the Post Office was moved from Fullam's Basin to Perrin. In 1840 the population of the hamlet was about three hundred; by 1860 it was a little over six hundred; and in 1867, when the village was incorporated, it had 1,000 inhabitants. About 1855 the De Land Chemical Works located on the canal northwest of the Main Street Bridge and became one of the largest shippers along the canal. Close by there was a wagon shop, a blacksmith shop, a tannery, flour mills, a boat yard, a sawmill, a store, and the Post Office.

Canal Breaks

There have been three bad breaks in the canal in Per-

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inton. The first occurred near Fullam's Basin a year after it was built. It was repaired at a cost of \$2,100.

The second break was at the Oxbow in 1871. A five hundred-ten foot section of the canal bank gave way because of a burrowing muskrat. The waters spilled out across the fields carrying bridges with it. The barge "Bonnie Bird" was deposited against a tree three quarters of a mile west of the canal where it remained for years. The washout drained the canal between Pittsford and the Macedon locks and boats were tied up for miles on the waterway.

Workmen were rushed in to repair the break. They were a rough hard-drinking lot. Soon they demanded their pay in advance. When the bosses wouldn't give it to them, they struck, pushed horses into the canal, and made serious trouble. The 54th Regiment was finally called out to put down what amounted to an insurrection. The presence of the soldiers had a quieting effect so that the men soon went back to work. The soldiers stayed, however, until the repairs were completed. The cost was \$53,000.

The third break was located at the embankment while the Barge Canal was being built. It caused heavy damage for thousands of tons of water poured out over the farmlands. When the break was repaired a tunnel was constructed about fifty feet below the trough. A manhole at each end provided access so the tunnel could be patrolled to check the embankment wall for leaks.

Looking Back

The original Erie Canal, or Clinton's Ditch, as it was sometimes called, was narrow and shallow. In 1841 it was improved by making it wider and deeper. The Barge Canal, built in 1905, utilized part of the Erie as well as lakes and rivers.

There were many cedar swamps in the Town of Perinton, the cause of an unhealthful climate. The canal helped drain these swamps making the area a healthier place to live.

There were chiefly three types of boats plying the canal: freight barges, freight boats which carried a few passengers, and packet boats which carried passengers only. The latter were the fastest and some could cover thirty miles a day. A canal boat could be towed by one horse or mule. It has been said that a wagon carrying the same load required four horses.

In 1840 passengers could ride from Fairport to Lockport for 25 cents and that included meals. The canal served as a news medium for news travelled faster by water than land in the early days.

In 1825 when the Erie was completed, DeWitt Clinton rode the whole length of it. He took a keg of water from Lake Erie with him which he poured into the Atlantic Ocean at the end of the trip signifying the joining of the two bodies of water. Cannon had been placed within earshot of each other so that, when fired in sequence the announcement

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of the start was carried to New York City in an amazingly short time.

The original Erie Canal was 363 miles long, 23 feet wide at the bottom, and four feet deep. Its 84 locks provided a total lift of 689 feet. Shortly after completion light packet boats drawn by frequent relays of horses driven at a trot were making the trip from Albany to Buffalo in three and a half days. The Canal cost \$7,144,000, paid by the people of New York state. Until 1831 it was a toll route and over \$42,000,000 was collected in tolls. The state was repaid original cost about six times.

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COMMUNICATIONS 1790 - 1968

Clayton Eridges

COMMUNICATIONS 1790-1968

Communication is the tie that binds separate parts together, be it the world, nation, church, or family. A family whose members communicate well is usually close-knit and happy. A nation with a good communication network is vibrant and progressive. The most successful government is one with sound public relations and publicity which keeps its citizens well informed. Dictators can work their wicked will only through censorship -- a communication shut-off.

Modern communication relies on postal service, telegraph, telephone, newspapers, magazines, radio, and television. In 1800 the scattered settlers of Perinton had none of these -- only word-of-mouth. None of the last three have ever been produced or originated in the township. Therefore, only the initiation and growth of the first four will be considered.

Postal Service

In 1797, there were 11 male settlers in the town: Adelphus and Soloman Aldrich, Asa and Samuel Bennett, Robert Kelton, Glover and Jesse Perrin, Thomas Ramsdell, Benjamin Slocum, Lyman Wilson, and Abner Wight. There was no way they could send or receive a letter except by favor of some passing traveler.

In 1790, Oliver Phelps hired Luther Cole to carry letters on horseback from Canandaigua to Whitesboro (Utica).

By 1797 various saddlebag routes had been linked together so that mail was brought from Albany to the new "far western" post office established at Canandaigua. From there riders were hired to deliver letters twice a month to homes in accessible areas.

Pioneers were lonesome. Sometimes the menfolk would be gone for days to buy some needed article at Canandaigua or to get grain ground at Honeoye Falls. With no near neighbors and Indian friendship uncertain, it is small wonder that some women returned to the East.

Postage was paid on delivery. Letters often remained undelivered (or unclaimed) for days because cash was scarce. If the sender prepaid postage, delivery was more certain and he received a discount. Such a letter was hand-stamped "PAID".

No envelopes were used. Single sheets of paper, closely written and sometimes even written both ways of the page, were folded and sealed with sealing wax. From 1789-1816 postage for delivering a single sheet was:

Up to 40 miles	--	8 cents
41 to 90 miles	--	10 cents
91 to 150 miles	--	12 $\frac{1}{2}$ cents
151 to 300 miles	--	17 cents
301 to 500 miles	--	20 cents
Over 500 Miles	--	25 cents

If a postal service is to flourish it must have patrons. The Federal Census of 1800 showed the population of Northfield to be 71, Brighton 6, Irondequoit 1, Perinton 10, Penfield 4, Pittsford 50. In 1810 the population of that territory west of the Wayne County line, excepting Rush and Henrietta, was 525. In 1820 the census recorded 264 people in Perinton.

In 1811 a post office was established at Boyle (Pittsford), serving what is now Monroe County. The hamlet of Rochesterville had a postmaster but no post office until 1813.

A woman on horseback brought the first mail to Rochester. She was met by a delegation of citizens who escorted her to the post office. Mrs. Gershom (Cynthia) Dunham was substituting for her husband. They lived on a farm in Penfield with their four children. He had secured the mail-carrying contract but was taken ill. She took over the mail, as well as doing her housework, until he recovered. The saddlebags used by Mrs. Dunham may be seen at the Fisher Museum, Valentown Hall, Victor.

About 1810 a mail route was established to Niagara Falls via Bloomfield, Lima, and Avon. In 1812, the year Perrinton (spelling later changed to Perinton) was organized from Boyle, Postmaster General Gideon Granger authorized setting up post offices north of the Buffalo Road. Mail

was delivered once a week until 1820.

The village of Fairport came into being when the Erie Canal was completed to its site. A small general store was set up at the west end of West Church at the bridge. Here passengers disembarked to take the stage to Rochester. A post office was established at this store on 8 April 1822. On 8 September, John Hartwell of Bushnell's Basin was appointed Postmaster of Perrinton. Since then there have been 21 postmasters (Appendix 00) whose length of tenure, until recently has depended on the political climate.

A post office was established at Egypt on 28 July 1838. The Bushnell's Basin Post Office was closed on 15 October 1900; that of Egypt on 31 October 1902.

Increased business caused rapid growth in Fairport and on July 28, 1838, the Post Office was moved to the north side of Cherry Street (West Avenue) not far from Main Street. On 23 January 1853 the name of the Perrinton Post Office was changed to the Fairport Post Office.

Even in the early days postmasters had trouble as shown by an ad in the Rochester Advertiser:

POST OFFICE NOTICE

Extract from Post Office Laws Sec. 30, and be it further enacted that if any person shall enclose or conceal a letter or other thing or any memorandum in writing, in a newspaper, pamphlet, or magazine, or make any writing or memorandum

thereon, which he shall have delivered into any post office, or to any person for that purpose, in order that the same may be carried by post free of letter postage, he shall forfeit the sum of five dollars for every such offense; and the letter, newspaper, package, memorandum or other thing shall not be delivered to whom it was directed until the amount is paid for each article of which the package is composed.

In addition to the above, special instruction has been received at this office, to enforce the law for each offense, with a view to correct the abuse which has been tempted by milder measures without effect.

A. Reynolds P.M.

Post Office Rochester, Oct. 23, 1826

The above notice indicates that by this time the letter had to be prepaid. Hand stamps were used to show the amount of postage, day date, place, Postmaster initials, or other design.

By 1816 the volume of mail had increased so that saddlebags were obsolete on the main route. Roads, though rough, were now better and stagecoaches could carry both passengers and mail. Boyle and Rochester became major post offices on the Albany-Niagara Falls route. From these offices mail was transported to smaller Communities. When the Perrinton Post Office was established it received its

mail by stagecoach and continued to do so until the railroad was built. Some have said that mail was sent via Erie Canal but there is no solid evidence that this is true.

A description of early railroad mail cars was printed in the History of Rochester and Monroe County, Vol. 8, page 29, published by the Rochester Historical Society. It is an extract from a letter dated 10 September 1841, sent by the President of the Auburn-Rochdster Railroad Company to the Postmaster of Rochester:

"The Post Office cars between Albany and Auburn are all the same dimension, eleven and one-half feet long and six and one-half feet wide; door in the center, with one end divided off into convenient pigeon hole for distributing. Postmaster Wheeler and R. R. Postmaster Chipman have just said to me that eight feet wide and twelve feet long will be large enough in all respects for the post office on our railroads."

With the completion of the Auburn-Rochester line in 1845 rail connections were complete from Albany to Rochester. On 17 May 1850 a charter was granted to the New York Central Railroad to build a road between Syracuse and Rochester. It was built in 1853 and included Fairport on its line. Incoming and outgoing mail of the Fairport Post Office was carried by rail beginning 1855. The average speed of mail trains was 35 miles per hour.

On 14 March 1873 the Herald published a notice of mail closing and arriving:

"Mail close going east	7:30 A.M.
Mail close going west	5:00 P.M.
Mail arrive from west	8:00 A.M.
Mail arrive from east	5:00 P.M.

Post offices were equipped with pigeonhole racks for sorting mail alphabetically. Later lock boxes became available for 45¢ per quarter. Larger boxes cost more.

The Post Office was not only the place where one could pick up mail but also a room wherein to congregate and visit and gossip. Greater problems were better solved at barber shop, blacksmith shop, or around the cracker barrel at the general store. Even after Fairport had a newspaper these three news forums continued to operate until about the turn of the century.

The receipts of the Fairport Post Office governed to a large extent its rating and the salary of the postmaster. As population expanded and the number of farms and businesses grew the position of postmaster became more important.

In 1916 the post office was moved across the street into the building just north of the municipal building. The Fairport office received second class rating on 1 September 1919. The need for larger quarters arose so a new Federal Post Office building at 121 South Main Street was dedicated

on 23 September 1938. On 1 January 1953 the office was rated first class.

There have been many changes in postal rates, the greater part of which were: In 1851 postage was reduced from 5 cents per letter to three cents. In 1883 it was reduced to two cents. Rates dipped to an all time low on 1 July 1923 when a letter or post card could be mailed for one cent. In 1950 rates were raised to three cents; in 1959 to four cents; and in 1963 to 5 cents. On 7 January 1968 it was raised to 6 cents.

A chronology of changes in mail accomodations follows:

- 1847 - Adhesive stamps were used in New Haven, Conn.
- 1853 - Stamped envelopes were first sold.
- 1861 - Stamped newspaper wrappers were offered.
- 1863 - Free delivery in cities over 50,000.
- 1873 - Post cards were introduced.
- 1873 - Free delivery in cities over 20,000.
- 1885 - Special delivery made available for business men and fervent lovers.
- 1886 - Stamped letter sheets were offered.
- 1887 - Free delivery in cities over 10,000.
- 1892 - Paid reply post cards introduced.
- 1912 - Parcel post established.
- 1929 - Air post envelopes made available.

1949 - Air postal cards sold.

1965 - Zip code initiated.

From 1812 when the town of Perrinton was organized with less than 10 families until today when there are over 5,000, the postal service has expanded to meet the needs of the day. A steady progress had been made including changes of location and number of employees.

Rural Free Delivery

The establishment of Rural Free Delivery (RFD) in Perinton is the story of one man, Hans Hansen. In 1892 Congress authorized RFD but did not appropriate funds for it until 1896. The first routes were in West Virginia where carriers received \$200 per year. In 1902 salaries and length of routes were fixed by statute, but no more than \$600 could be earned. Civil service was granted in 1902. Grades, based on length of service, were established in 1945.

Before 1902 Hans Hansen, the operator of a small farm, became interested in Rural Free Delivery. He had a growing family and needed more money to give them an education. Although he had known no English when he arrived from Denmark, hard study had overcome this handicap. He had also secured a good knowledge of U. S. history, geography, and mathematics.

Hans wrote the Post Office Department and found they were interested in establishing a route in Fairport -- but

the local postmaster didn't like the idea. The Department encouraged Hans to go ahead. So he spent many hours visiting all the farmers to record their opinions. When the postal inspector came Hans was ready with this data and a proposed route sketch. His plan was accepted and examinations for carrier set up.

Since rural carriers were under civil service Hans decided to take no chances. Again he studied English, geography, history and mathematics. Anxiously he awaited the report of the examinations. One of the aspirants was a college graduate who was very confident he would get the appointment. Every day when all the candidates met at the post office to pick up their mail the college man would ask, "well, Hans, did you get your appointment?"

Of course Hans was annoyed but he said nothing. One day Hans did get the job together with a letter saying that, while he had ranked third, his thorough groundwork and obviously great interest, had brought him the appointment. When his annoyer asked the usual question, Hans merely pulled the letter out of his pocket and showed it to him, much to the other's dismay. A short news item in the Monroe County Mail on 26 June 1902 announced the event:

"Hans Hansen, the carrier of rural route No. 1, who begins his duties Tuesday morning has a fine new rig, a

wagon made expressly for mail delivery and will start out in fine shape. Mr. Hansen has thoroughly posted himself in regard to his duties and will undoubtedly make an efficient carrier."

Hans never missed a day in carrying the 25 mile route. He bought a small farm on the S.W. corner of East Whitney and Turk Hill Roads. This farm was midway on his route so he could have a change of horses each day. During the winter he kept a relief horse at August Weisenberger's on County Line Road. He found the most practical conveyance to be a two-wheel gig. This and a regular top buggy were used as the season warranted. When autos came into use and the route was extended, Hans found the cost too great. In 1918 he retired to his farm in Macedon.

In a July 1902 issue of the Monroe County Mail the following notice appeared:

"Special Agent Camp of the postal department is in Monroe County laying out new Rural Free Delivery Routes, one of which will be route No. 2 from the Fairport post office. This route will be to the south part of the town including Egypt. Monroe County now has 32 Rural Free Delivery Routes and the number will be increased to near fifty which will practically cover the County."

31 October 1902 was the last day the Egypt Post Office existed. Carrier John H. Stebbins was ready and delivered mail the next day on the new route.

There were some farmers who adamantly refused RFD service for a time, preferring to go to town for their mail, visiting and shopping. But it was not long before all rural residents had some kind of a box for mail by the side of the road. Names of the rural carriers will be found in Appendix 00. Each carrier had a route book in which he listed in alphabetical order the names of all residents and their house number and street. The late George Emerick, formerly rural carrier of Route No. 2, shortly before his death gave his books to the Perinton Historical Society.

Although the village of Fairport has only increased 1,000 in population in the last 50 years, the increase has been much greater in the Town of Perinton. Population outside the village has increased by more than 2,500 in the last 20 years and is still increasing rapidly. This has called for a change in the delivery system. As of 1 June 1967 the area west of Mosley Road is served by four mounted routes (village carriers using U. S. Mail cab trucks). There are 2,092 homes on these routes. A report of 1 September 1966 showed there were 517 homes on RFD No. 1 and 595 on RFD No. 2. In the village on 1 June 1967 there were 1,956 families served by free delivery. With the addition of those that have moved in on RFD routes 1 and 2, there is a grand total of more than 5,000 homes being served from the Fairport Post Office. This does not include more than 100 business firms also served.

THE TELEGRAPH

Although Samuel F. B. Morse invented the telegraph in 1836 it was not until 1844 or 1845 that a telegraph office was opened in the Rochester area. In the beginning the railroads were the prime users so it is probable that the first telegraph wires in Perinton were strung in 1853 by the New York Central Railroad. Non-railroad service undoubtedly came soon after, probably through the efforts of the Albany and Buffalo Telegraph Company.

Morse's first telegraph could only send one message at a time. In 1874 Thomas A. Edison developed quadruplex telegraphy which permitted sending four messages each way. Today a single pair of wires can simultaneously transmit hundreds of messages.

The first solid evidence we have of telegraphy in Perinton is an ad which ran in the 21 March 1873 issue of the Fairport Herald:

TELEGRAPHIC INSTRUCTION

Limited number of students can be accomodated at the Atlantic and Pacific Telegraph Office, Ives Block Main Street.

Instruction thorough, terms moderate

Fairport Feb. 28, 1873

C. D. Case Manager

The Ives Block was probably one of the buildings on South Main Street which disappeared when the Barge Canal was widened in 1913.

Another bit of telegraphic history was printed in the 19 July 1934 issue of the Herald under the heading of "Back Home Letters." The writer told how, as a small boy, he was employed by the DeLand Chemical Company. He recalled how his employer had facetiously chided him for misusing company time to deliver telegrams to the railroad station for a Mrs. Brown at 10¢ per telegram. Her store was on Main Street by the canal bridge.

Hardick & Fellow conducted a stationary and jewelry store on a site that was taken by widening the canal. It was in this store that the Western Union Telegraph Company received and sent messages. This was a large company put together from smaller companies by that Rochester entrepreneur, Hiram Sibley. When the canal was widened, Hardick & Fellow and the telegraph office moved to 28 South Main Street.

Since telegraphic messages were private and the companies were from out-of-town, there is little evidence of factual nature left to record. There were at least three companies in Fairport: Albany and Buffalo, Atlantic and Pacific, and Western Union. They had only a casual connection with the people they served. Few telegraph traces are left, yet telegraphy has been a dynamic force in communication.

THE TELEPHONE

The most universally used means of communication, excepting face-to-face word-of-mouth, is the telephone. It is more than a convenience, almost a necessity. A business firm could hardly exist without one. Travelers, law enforcement officials, and other public agencies use it extensively. It is the nerve system of our armed forces.

Alexander Graham Bell was the inventor of the telephone but many others helped improve it. In 1877 the first telephone to transmit the voice with its timbre and human quality was produced.

Seven years after the production of the first telephone the Bell Telephone Company obtained a franchise and began to erect poles on Fairport's Main Street. The central office was set up in the store of Hodskin & Peacock. Mr. Peacock operated the switchboard. These phones were crude and left much to be desired in modulation and clearness of voice. They were magnetically operated. Improvement came when battery-type phones replaced them.

After 16 years patronage had grown to a point where a more sophisticated switchboard was needed. In 1893 one was installed and John Welch became the operator. By 1910 more space and a still larger switchboard were needed. The central office was moved next door to the Cramer Drug Store, now the location of the Bramer Drug Store.

In 1905 rates were \$1 a month. Little is known about about rate changes until 1 September 1920 when the New York Telephone Company owned the lines. Increases only were published, base rates remained the same:

<u>Class of Service</u>	<u>Increase per month</u>
Individual line business Flat Rate	\$0.50
4-party line business Flat rate	.50
Rural line business Flat rate	.75
Business Flat Rate Extension Stations	.25
Individual line residence	.50
4-party line residence	.50
Rural line residence	.50

The Bell System did not long have a monopoly in Fairport. About May 1903 the Inter-Ocean Telephone Company, a state wide organization, secured a franchise. Within a year lines had been strung and instruments placed. In the 2 June 1904 issue of the Monroe County Mail, George Peters noted in the ad for his grocery store that he had both phones. The same issue announced :

"The Inter-Ocean Telephone Company is this week installing its switchboard and other exchange apparatus and will soon be ready for business."

A more important announcement appeared in the issue of 9 June:

"The Inter-Ocean Telephone Company began operating its exchange Monday. The exchange is equipped with the latest appliances in that line and the entire outfit here is the very best. The exchange is located on the second floor of the Best-Beeton Block and at present Mrs. Craggs of Rochester is acting as operator and instructing Miss Bertha Beeton who will fill the position later on."

Mr. Bert O. Castor, who was chief linesman from 1912, states that Fred Best was the first manager of the Fairport office. The local phone became known as "The Home and Federal Telephone Company," usually called the "Home Federal" or "Federal" Company. It is not clear just how this came about. In 1910 Fred Best was transferred to Geneva and George Wyman, who had been chief linesman, became manager until the two companies merged. He was also district manager having charge of other exchanges at East Rochester, Pittsford, and Charlotte.

The decade 1910-1920 was a time of telephone expansion, long distance calls became possible to Rochester, Pittsford, East Rochester, Honeoye Falls, and Charlotte.

The toll line began on the north side of the canal bridge on Main Street. It was strung out along West Whitney Road to Washington Street, East Rochester, and then to Pittsford. From there it went via Monroe Avenue to Rochester and Charlotte. Apparently the Bell System served some

families on farms. Fairport residences and businesses south of Main Street bridge were considered local patrons. The names of various Fairport telephone people will be found in Appendix 00.

The Fairport Herald of 8 March 1918 recorded a turning point in local telephone history:

"It is officially announced that the local Federal Telephone System is being operated as a separate unit of the New York Telephone Company. This comes as a merger of the two companies announced locally several weeks ago. The properties of the two companies will be consolidated by degrees and many improvements are expected to result thereby in the course of time."

It appears that shortly before the merger notice the Bell Telephone System had been merged into the New York Telephone Company. The consolidation of the services was so smooth that few people were aware of it.

On 1 August, 1921, the Rochester Telephone Corporation bought the interests of the New York Telephone Company in Fairport. Mr. James Fairchild, manager of the Fairport exchange, went with the larger company.

By 1928 the Rochester Telephone Company had to make a decision. They were about to replace the antiquated magneto cranking phones with a modern central battery energized system which would cost several thousand dollars.

Should the new switchboard be installed in the Bramer Block? On 29 June, 1929, the Company bought the residence of Mrs. Frances McMahon at 54 West Avenue where they erected their own building. On 30 January the new exchange went into operation in its new quarters.

The Herald of 1 August, 1929 carried an account of a talk by J. A. Striker, District Manager, before the Rotary Club. He told of Company plans to install a new switchboard. At that time the board was handling 4,000 calls a day and one section had been in operation since 1898. He further stated that in 1922 there were 515 phones within the village and 172 outside in the Fairport area, a total of 687 phones. In July 1929 there were 1,081 phones on the Fairport Switchboard.

During the next three decades there were many telephonic improvements. Probably the biggest was the change from calling the operator, giving her the number you wanted, and having her connect you to the party you were calling -- to the dial phone. On 18 August 1957 Fairport exchange went dial and the exchange at 54 West Avenue was closed. The building was sold to Tropel, Inc. Today Perinton folk may call anyone in the United States and Canada by direct distance dialing.

THE WEEKLY NEWSPAPER

As the pioneers assembled in general store, blacksmith shop, and post office to hear and exchange news, they must have felt the need for a newspaper. Even as late as 1867 Fairport had no paper. A year later a man with a driving ambition came to town. George C. Taylor was looking for a place to build a plant to make patent medicines and extracts. The building he built on the east side of Main Street near the railroad tracks can still be recognized by the "Geo. C. Taylor Company" painted on its south side. Taylor wanted better advertising for his products. Since there was no printing shop he set one up and began to print a newspaper. The first edition of the Fairport Herald appeared on 21 February 1873. It was a weekly, complete with local, state, and national news, advertising, fiction, and household hints.

The next year he sold the paper to Frost and Newman, the partnership continuing until 11 September when Frost became the sole owner. He published the paper until 25 August 1876 when Andrew J. Deal bought and published it until he retired in 1906. Mr. Floyd B. Miner, a young printer from Cortland, bought the paper and edited it until 1925.

In these early days there was no linotype machine; type was set by hand and the presses were fed by hand. Personnel consisted of the owner-editor-printer, a printer's

devil, and hangers on. The shop was located at 28 North Main Street. The paper carried what news it could gather, what advertising it could sell, and filled the rest of its pages with stories, especially of the continued-in-our-next-issue variety.

On 2 March 1881, competition appeared in the form of the Fairport Mail, owned and edited by S. D. Palmer. Newspaper quality was the same as most weeklies. For 10 years he struggled on, then sold out to Mr. Will O. Green. He changed the paper's format drastically, tinging it with the flavor of a magazine. He was a good editor and since he gradually fitted his paper to the community, he was successful. He changed its name to the Monroe County Mail. It remained in Mr. Green's hands until about the turn of the century when a Mr. Hard became editor.

Advertising is the lifeblood of a newspaper. It is not attracted by short subscription lists. This became more and more evident to the Fairport weeklies, especially as competition from Rochester dailies increased. So, after serving the community together for 45 years, the two papers merged in 1926 to become the Fairport Herald and Monroe County Mail.

The year before Mr. Miner had sold the Herald to F. M. Elliot. Later the same year a stock company was formed to buy both papers. Capitalization was for \$25,000 and

Mr. Miner held a controlling interest. He changed the name to the Fairport Herald Mail by which it is known today.

Mr. Miner was the editor, Mr. Elliot Secretary-Treasurer, and Mr. Hard Vice-President in charge of printing. Mr. Miner died 31 August 1943, aged 71 years, one year older than his paper.

Mrs. Edna Parent, daughter of Mr. Miner, who had long worked with her father, took over the editorship for the rest of 1943. On 1 January 1944 she became associate editor with Lawrence Bridge who bought the paper.

Mr. Curt Gerling purchased the paper in 1946 and incorporated the Empire State Weeklies, with himself as President. He already owned the Webster Herald and the Wayne County Mail. Glen Gazley became publisher of the Fairport Herald Mail and Charles J. Stauber general manager. Mr. Gerling was editor. Gazley retired in 1961, and Stauber in 1962.

In 1957 the Empire State Weeklies, Inc. moved all its printing equipment to a new building at 2010 Empire Boulevard, Webster. Only a news office remained in Fairport. It is at 36 West Avenue in the same building the Fairport Mail published its first issue. It has been the home of a local newspaper without interruption since then.

Appendix No. 00

POSTMASTERS (PERINTON & FAIRPORT)

<u>Name</u>	<u>Appointed</u>
John Hartwell	9/ 8/1822
Elisha Fullam, Jr.	12/16/1822
Abisha Goodell	11/16/1829
Charles H. Dickinson	6/19/1841
Jeremiah Chadwick	7/ 3/1845
Henry Van Buren	6/ 2/1849
Jeremiah Chadwick	6/ 7/1853
Henry H. Norman	7/ 7/1857
Hiram P. Wilbur	3/12/1861
Mortimer R. Wilcox	10/ 4/1865
Charles J. DeLand	3/ 8/1887
Smith Wilbur	4/ 9/1891
Winfield S. Watson	12/12/1894
George B. Brown	9/20/1897
Egbert L. Hodgskin	3/21/1902
John H. Stebbins	3/ 7/1910
Ephriam J. Fisk	3/24/1914
Arthur LeClear (acting)	8/ 2/1926
Wayland H. Mason	1/22/1927
John J. Finnegan	1/31/1934
Frederick J. Phillips	4/ 1/1946

Appendix No. 00 - POSTMASTERS, (Continued)

POSTMASTERS (BUSHNELL'S BASIN)

Lyman Wilmarth	1/31/1826
James P. Lawrence	1862
The Bushnell's Basin Post Office was closed	10/15/1900

POSTMASTERS (EGYPT)

Post Office opened	7/28/1838
Otis Cole	1862
Cullen Loud	1877
The Egypt Post Office was closed	10/31/1902

When the office was closed all records were turned over to Postmaster Egbert L. Hodgskin at the Fairport Post Office.

Records, other than the above, are not available.

Appendix No. 00

RURAL CARRIERS

Route No. 1

Hans Hansen,	1 July 1902 to 1918
Dean Lawson,	1918 to 1956
Dean Lawson,	Sick Leave 1956 to 30 November 1957
Anthony Bartolata,	1956 to present

Route No. 2

John H. Stebbins,	1 November 1902 to 1910
Joseph Kelsey,	1910 to August 1912
George Emerick,	August 1912 to February 1913
Edward Brickle,	February 1913 to 1918
Mrs. Breutigan,	1918 to 1922
Walter Royce,	1922 to 1924
William Cobb,	1924 to 19 June 1927
Wally Robinson	1924 to 1942 -- (substitute)
Ernest Hauswurz,	19 June 1927 to 1942
Glen Gazley,	19 December 1942 to 1945
Frank Schoolmaster,	1945 to 1946
Robert Murphy,	1946 to 1949
Foster Fuller,	1949 to 1950
Anthony Bartolatta,	1950 to 1956
Duane Granger,	1956 to present

Appendix No. 00

CITY CARRIERS

Alfred Hansen	- No. 1 Carrier
George Emerick	- No. 2 Carrier
A. B. Kinsella	- No. 3 Carrier
Gerald Filkins	- Carrier
Loren Filkins	- Carrier
Lulu Shedd	- Clerk
Kenneth Phillips	- Clerk
Bruce Aitheson	- Clerk

TELEPHONE PERSONNEL

Mr. Peacock - operator at his store.

Bert Stevens - installed 1,000 telephones from 1898 to his retirement in 1928

Fred Best - first President of the Home and Federal Telephone Company (1904-1910).

George Wyman - succeeded to presidency from head lineman (1910-1918).

John Welch - switchboard operator.

Josephine Watson - switchboard operator.

Mrs. William Ward (Kit Kennelly) - switchboard operator.

Mary Kenny - switchboard operator.

Ann Kenney - last chief operator.

The author of this chapter extends his appreciation to the following individuals and corporation for their help in providing information and guidance:

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Mrs. Bruner Brown - life-long resident on RFD Route No. 2.

Mr. Edward Brickle - RFD Carrier Route No. 2.

Mr. Marshall Briggs - former Assistant Postmaster, Fairport.

Mr. Bert Caster - former head lineman for Home and Federal Telephone Company.

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Mr. George Emerick - former carrier.

Mrs. Elma Gaffney - Fairport Library.

Mr. Alfred Hansen - former mail carrier, supplied information regarding Hans Hansen.

Mr. Dean Lawson - carrier RFD Route No. 1.

Mrs. Henry Martin - Fairport Library.

Mr. Frederick Phillips - former Postmaster, Fairport.

Mr. Wally Robinson - former assistant carrier RFD Route No.2.
Rochester Telephone Corporation.

